

9334Z 28 DEC 65

SECRET

DIRECTOR

25X1A

25X1A

1	OX	3
2	11	10
3	DA	11
4	CC	12
5	DDSA	13
6	DTEH	14
7	11	15
8	SS	16

RB

IMMEDIATE

IN 79443

25X1A

TOR: 0028Z 29 DEC 65

IMMEDIATE

INFO

DATE

6299

THIS IS [] MESSAGE NBR (5)

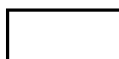
FOLLOWING IS A SUMMARY OF PILOT'S STATEMENT:

TAKEOFF SCHEDULED FOR 1300L ON 28 DECEMBER 1965. FULL GROSS WEIGHT.
 FLY LONG LINK ROUTE AND CHECK BEACON, ARC-50, SSR SEL-CALL FEATURE
 THIS AIRPLANE JUST COMPLETED "GOODIE" MODS AND PILOT QUESTIONED
 GROUND CREW EXTENSIVELY ON WORK ACCOMPLISHED. PILOT DECIDED TO CLIMB
 AT 400 KEAS INSTEAD OF 440 IN VIEW OF INLET WORK ETC, SINCE LAST FLIGHT
 TOD COMPUTED FOR 7500'. ENGINE START CART FOR LEFT ENGINE QUIT DUR-
 ING START SO STARTED RIGHT ENGINE FIRST AND THEN LEFT. REST OF THE
 PREFLIGHT WENT NORMAL. TAXI OUT NORMAL. LEFT ENGINE STALLED DURING
 RUN UP AS PILOT HAD BEEN BRIEFED IT MIGHT - HE DOWN TRIMMED AND RUN
 UP NORMAL. SAS ON - ALL OK, NO LITES. ALL LIGHTS ON TELE TALE PANEL
 NORMAL. PILOT STARTED TAPE AT START ROLL AND RECORDED 65,000 LBS
 FUEL. AT 190 KTS PILOT LIFTED NOSE OFF RUNWAY - ALL NORMAL. AS ACFT
 MAIN WHEELS LEFT GROUND THE ACFT IMMEDIATELY BECAME VERY UNSTABLE IN
 ALL AXIS. PILOT DESCRIBED FEELING AS SIMILAR TO THE TRAINER WHEN ALL
 SAS OFF, NO FUEL IN NRR 1 TANK AND RUDDER KICKED HARD. PILOT

SECRET



25X1A



6299

IN 79442

S E C R E T

PAGE TWO

IMMEDIATELY CHECKED SAS - NO LITES ON - HE WAS USING FULL CONTROL DEFLECTIONS TO OVERCOME AIRCRAFT EXCURSIONS. AS SPEED INCREASED EXCURSIONS BECAME MORE VIOLENT AND PILOT SAID NOSE OF AIRCRAFT WAS GYRATING WILDLY. NOSE SUDDENLY TOOK ABOUT 15 DEG DOWN PITCH AND STARTED ROLLING TO LEFT. PILOT APPLIED FULL AFT AND FULL RIGHT STICK AND RUDDER WITHOUT APPARENT EFFECT. PILOT STATED GROUND APPEARED TO BE IMMEDIATELY BELOW THE AIRCRAFT AND HE REALIZED HE WAS NOT ABLE TO CONTROL GYRATIONS AND ELECTED TO EJECT. HE PULLED D RING, SAW CANOPY GO, FELT ROCKET IGNITE, SAW FLAME IN COCKPIT FROM ROCKET MOTOR, SEPARATED FROM SEAT IMMEDIATELY BEFORE IMPACT WITH GROUND. HE THOUGHT HE WAS GOING TO HIT SEAT. HE IMPACTED WITH GROUND VERY HARD AND FELT SHARP PAIN IN HIS RIGHT LEG AND THOUGHT HE'D BROKEN IT.

RELATED COMMENTS:

PRELIMINARY TALKS WITH CHASE PILOT, [REDACTED] AND MORILE CONTROL OFFICER, [REDACTED] TEND TO CONFIRM [REDACTED] STATEMENT THAT ALL WAS NORMAL UNTIL LIFT OFF. PILOT APPEARS TO HAVE NO BROKEN BONES AND ONLY MINOR BRUISES. BEAUTIFUL EJECTION SYSTEM PROVEN ONCE AGAIN PLUS HIGH DEGREE OF TRAINING AND FAST REFLEXES OF PILOT COMBINED TO SAVE A LIFE AND GIVE US A MAN TO TALK TO IN DETERMINING WHAT HAPPENED. I'VE GROUNDED ALL [REDACTED] ACFT ON THIS BASE UNTIL FURTHER NOTICE. NEXT CONSTRUCTIVE INFORMATION WILL PROBABLY COME FROM NORTON TEAM. WITNESS REPORTS HAVE ACFT CONTACTING THE GROUND NOSE DOWN, LEFT WING DOWN AND ROLLING LEFT.

END OF MSG

S E C R E T